WHAT IS CLAIMED IS:

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- 1. An automobile steering wheel lock comprising:
- a key body through which a channel passes having a chamber and a recess room connectedly formed therein, the chamber connecting with the channel on a lateral side thereof, two opposite lateral sides of the lock body being each provided with an indentation and a locating notch;

a lockset housed within the chamber and the recess room;

- two hooked rods mounted within the locating notches of the lock body, each of the hooked rods being provided with a hook member at a first end thereof and a pivot stand at a second end thereof, each of the pivot stands being pivotally mounted onto a bottom inner wall of a corresponding indentation; and,
- a central rod housed within the lock body through the channel therein, a rod body of the central rod being provided with a plurality of annular grooves that distribute along a first end section thereof, a hook member being fixedly mounted a second end section of the rod body.
- 2. The automobile steering wheel lock of Claim 1, wherein a retaining flange is introduced between the chamber and the recess room; around a top opening of the chamber there are a plurality of retaining notches formed; each of the indentations is provided with a pivot hole; two slots are formed on a top surface of the lock body, each connecting with the channel.
- 25 3. The automobile steering wheel lock of Claim 1, wherein the lockset consists of a base, a spring coil, a stop block, a lock core and a rotatable plate; the base, the spring coil, the stop block and the pivot are housed

within the chamber; the lock core and the rotatable plate are housed within the recess room.

4. The automobile steering wheel lock of Claim 3, wherein the base is provided with a pivot hole and an insertion hole; the base includes an arced recess formed on a lateral side thereof and a plurality of projections formed around the rim thereof; the spring coil, being located below the base, has a first end tip inserted in the insertion hole on the base and a second end tip inserted on the stop block; the stop block, being located below the spring coil, is provided with a pivot hole and an insertion hole; a locking tooth and a projection are formed on a lateral wall of the stop block; the pivot goes through the pivot hole of the stop block, the spring coil and the pivot hole on the base; the lock core is provided with a shaft ejected from the bottom thereof and a projection on a lateral wall thereof; the rotatable plate is engaged with the shaft and has an insertion slot formed thereon.

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- 5. The automobile steering wheel lock of Claim 1, wherein each of the hooked rods is provided with a pivot stand at a second end thereof; each of the pivot stands is provided with an insertion hole and a pivot hole that intersect each other within a pivot stand; a pivot is inserted through each of the pivot holes.
- 6. The automobile steering wheel lock of Claim 1, wherein an upper shell is mounted on the lock body; the upper shell is provided with a keyhole thereon and a plurality of pivot holes therein; the upper shell further includes two retaining walls respectively extending downwardly from two lateral sides thereof, each of the retaining walls having a through hole.
- 7. The automobile steering wheel lock of Claim 1, wherein a lower shell, attached on a bottom surface of the lock body, is provided with a plurality of retaining tongues, each having a through hole, and a plurality of pivot stands.